

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

The following Wines, bottled in Europe, have been specially selected and procured from the celebrated firm of Messrs. GEO. G. SANDEMAN, SONS & Co., Ltd., of London, Oporto and Xeres:—

SHERRY:

	Per Doz.	Per Bottle.
LIGHT DRY, ...	\$14.00	\$1.20
SOLEIRA, ...	20.00	1.70
VERY PALE DRY	20.00	1.70
FULL GOLDEN	24.00	2.05
PALE DRY NUTTY	26.00	2.25
BROWN	36.00	3.05

MADEIRA:

	Per Doz.	Per Bottle.
GOOD	\$15.00	\$1.25
FINE	30.00	2.50

PORT:

	Per Doz.	Per Bottle.
DOURO	\$16.00	\$1.30
OLD TAWNY	20.00	1.75
INVALID	20.00	1.75
ESTRELLA	26.00	2.25
VERY OLD	29.00	2.50
TAWNY	45.00	3.90
OLDEST AND FINEST	52.00	4.40

We are Sole Agents in Hongkong for O. G. SANDEMAN, SONS & Co., Ltd.

A. S. WATSON & CO.,
LIMITED.ALEXANDRA BUILDINGS,
Hongkong, 6th October, 1908.

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MARRIAGE

On 26th October, 1908, at St. John's Cathedral, Hongkong, HENRY COOPER PARSON, M.B., G.M., second son of Dr. WILLIAM PARSON of Glasgow, Scotland, to IDA ANNIE GAVIN, eldest daughter of THOMAS GAVIN, Inspector-General of the Police, Hongkong, of New South Wales, Australia.

HONGKONG OFFICE: 10A, DES VROUX ROAD U.
LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, OCTOBER 27TH, 1908.

When the Hongkong Pilots' Ordinance of 1904 was enacted a number of British master mariners trading in these waters imagined that it would result in bringing the Colony of Hongkong into line in this matter with all the other ports in the Far East. It is a singular fact that in no other port in the Far East (excepting Japan) is an Asiatic pilot entrusted with a foreign vessel, sailing ship or steamer. Swatow, Amoy, Foochow, Ningpo, Shanghai, Kiao-chow, Tientsin, Newchwang, Saigon, Bangkok, Singapore, Penang are all, we understand, staffed by white pilots; as also are the Indian ports of Calcutta, Bombay and Karachi. Hongkong had occupied a unique position among them all in that it did not, up to the passing of the Pilots' Ordinance of 1904, possess a single white pilot. When that Ordinance was passed requiring all persons practising as pilots in these waters to satisfy a Board of Examiners of their competency, many British master mariners, as we have said, imagined their chance had come for employment as pilots. Imagination carried them further than the circumstances justified. They obtained the impression that "a properly constituted pilot service," such as the Ordinance contemplated, meant a service amenable to all the pilot regulations laid down in the Merchant Shipping Act. If that were so the Chinese pilot, ORNELL, like, would have lost his occupation, and room for the competent British mariner would have been found. We do not know

how many British master mariners in the last four years and obtained certificates of competency, but certainly many more than are now trying to earn a livelihood here as pilots. The Chinese pilot has not been displaced because the pilot regulations embodied in the Merchant Shipping Act have not, by the local Ordinance, been made applicable to the port. This does not seem to have been generally understood. British master mariners who have obtained certificates of competency as pilots in these waters have learnt to their cost that the pilot regulations laid down in the Merchant Shipping Act may with impunity be disregarded here, and so long as that is the case, we are informed, it is a bad speculation for a British master mariner to turn pilot in Hongkong.

When we refer to *Herald* to learn what were the reasons given for enacting the Pilots' Ordinance, we find that the ATTORNEY-GENERAL stated that what the Government wanted to do was to see that no one should offer his services as a pilot who was not reasonably considered to be capable of performing the duties of a pilot. "In one sense," said the ATTORNEY-GENERAL, "it may be said that a place like this does not require pilots; the navigation is open, and there is no need to have pilots to bring ships in and out of Hongkong. But apparently the Harbour is so extremely crowded and the difficulties of finding berths so considerable, that the Government has been approached by the shipping community and asked to provide some safeguard that persons who offer themselves for pilots within the waters of the Colony shall know what to do." That application resulted in the Pilots' Ordinance being introduced and passed. The ATTORNEY-GENERAL further explained that: "There is no compulsion for anyone to take a pilot, nor will taking a pilot exempt the ship that takes him from any consequences that may occur from collision or otherwise. Government accepts absolutely no responsibility in the matter." A maximum scale of pilotage fees was drawn up and published, and for the rest the Government said to the Shipping community "Go as you please." For all we know, the Shipping Firms are not dissatisfied with what has been done. Some sense of security is given by the knowledge that the Chinese pilot person, certainly of competency, and the Chinese pilot remains "cock of the walk." The British pilot remains only an object of sympathy. There is little or no occupation in this British Colony. Hongkong remains unique in that respect. Representations, we understand, have been made to the Government on the subject without success. The Government does not see any means by which it could interfere.

"So long as shipping firms consider that the Chinese pilots are competent, Government cannot force them to employ Europeans in preference to Chinese." On this it may be pointed out that it is the Government, not the shipping firms, who, in the first place, considers the Chinese pilots competent, and the shipping companies take the certificates issued to the pilots as the Government warrant for it. The Government cannot entirely free itself from responsibility in the matter. As however, the Government is not prepared to put the Pilot Service of the Colony on the same footing as at other ports—where, for instance, the pilots are all under the immediate direction of the Harbour Master or Pilot Board and each licensed pilot is employed in turn—the European pilots only hope of success in the endeavour to earn a livelihood at Hongkong lies in an appeal to the patriotism of the shipping firms. Until there is any very pronounced preference shown on the part of the shipping firms for European pilots, British seamen who may be aspiring to become pilots would be well advised to give Hongkong the go-by. It is a hard thing to say that in British Colonial Waters the British pilot is not wanted, but the fact has been proved in Hongkong by many during the past four years, and aspiring British pilots should heed the teachings of experience.

There was not a single case of communicable disease in the Colony last week.

It will be seen from an announcement in our advertising columns that the Douglas Steamship Co. are to run their new steamer "Hainan" to Amoy for the accommodation of those desiring to visit Amoy while the American Fleet is there. The steamer leaves at noon on Thursday.

The return of visitors to the City Hall Library and Museum for the week ending the 25th October, 1908 shows that of non-Chinese there were 334 to the Library and 251 to the Museum and of Chinese 198 to the former and 2,015 to the latter. The Library was, therefore, used by 327 persons and the Museum by 2,266.

Major-General and Lady Carey arrived in the Colony yesterday from Japan by the French mail steamer "Caledonien."

A circular issued with to-day's *Daily Press* notifies the public that Dr. Lamb, the American oculist, has decided to remain in Hongkong until the 3rd proximo.

By kind permission of Major E. R. J. Chitty and Officers of the 105th Mahratta (Light Infantry) the Band of the Regiment will play at the Oriental Hotel 2, Queen's Road Central, during dinner on 31st inst. (Saturday).

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:—
Hospital Sunday, Union Church ... \$105.85
St. Stephen's College ... 100

H. E. Liu Ching Cheng, Minister to Holland and Commissioner to the Hague Conference, has again wired to the Government urging them to tabulate all contracts and agreements with which they are in dispute before the date set for the next conference.

A Chinese woman who went to collect 74 owing her by another native female residing at Kennedy Street, Yau-mai, was thrown down stairs and otherwise maltreated. The offender was charged before Mr. J. R. Wood at the Magistracy yesterday with assault, and his Worship imposed a fine of \$2 and further ordered the defendant to pay \$2 compensation.

Two fitters appeared before Mr. Kemp at the Magistracy yesterday on a charge of altering the water service at 253, Queen's Road East without permission of the Water Authority; and the tenant of the house was charged, with procuring their services. The latter defendant was fined \$25, and each of the fitters was fined \$5.

Mrs. Lee of Kowloon City charged a farmer with assault. Complainant's cattle, it was stated, strayed on defendant's land; and the farmer proceeded to chase them off with a bamboo pole. Complainant approached to prevent defendant from hitting them, and the latter struck Mrs. Lee with the pole. Mr. Kemp imposed a fine of \$5, in default, fourteen days' imprisonment.

The South British Insurance Company Limited has had a successful year according to the report just issued. The net revenue for the year amounted to \$247,233-15s 11d, and after all liabilities had been met there was a surplus of \$24,439-6s 4d, which added to the balance from 1907, made a total of \$68,539 11s 11d. A dividend of 1s 8d per share for the half year ended 31st August making the total distribution for the year 3s per share was recommended leaving £19,515 11s 11d to be paid to Mr. G. Newall.

Yesterday was a busy day at the Marine Magistracy Court. The Hon. Basil Taylor, Harbour Master, had before him five boat owners from Aberdeen whom he fined \$5 each for having failed to exhibit the required lights between sunset and sunrise, and two from Hongkong with whom he dealt similarly for like offences. The master of the launch "Yang Yat" was fined \$30 for unlawfully blowing his steam whistle, the master of the "Wong Loi" was fined \$25 for failing to observe the rules of the road, and an Aberdeen fisherman was fined \$30 for attempting to frustrate the ends of justice by sinking in the waters of Aberdeen Harbour goods reasonably suspected of being stolen.

A NEW SOLICITOR.

At the Supreme Court yesterday before the Chief Justice (Sir F. Pigott) Sir Henry Berkeley moved that Mr. Leonardo d'Almeida e Castro be admitted to practise as a solicitor. His Lordship replied—We hear you have passed a very excellent examination. We have very much pleasure in admitting you.

THE CHINESE ENGINEERING AND MINING COMPANY LIMITED.

The annual general meeting of the shareholders of the Chinese Engineering and Mining Company, Limited, will be held in London, on the 28th October 1908, when the Directors' report and accounts for the financial year ending February 29th 1908, will be submitted.

EXTRACT FROM DIRECTORS' REPORT.

The net result of the year's transactions shows a balance to the credit of profit and loss account of £184,414, made up as follows:—
Net profit, after providing for all charges in China ... 2223,286
Add balance brought forward from last year ... 2,456
Gross receipts in London ... 3,953 3,529

Total ... £231,815
Deduct expenditure in Europe, Salaries, stores, etc ... 2,630
Deduct interest ... 24,583
Deduct redemption ... 10,000
Directors' fees ... 3,013
Legal expenses ... 3,500 47,401

Leaving a net balance of ... £184,414

Which the Directors recommend should be appropriated as follows:—

In placing to reserve for depreciation (making a total reserve of £175,000) ... 225,000
In paying a final dividend of 1/6 per share paid (free of tax) payable 2nd November 1908 ... 75,000

Making a dividend of 1/6 per cent for the year with the interim dividend of 1/6 per cent paid on 1st May 1908 ... 75,000
Directors' percentage on profits in accordance with Articles of Association ... 5,483
And carrying forward ... 3,929

Total ... £184,414

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

BRITISH SCHOONER SEIZED AT VENEZUELA.

LONDON, October 26th.

It is reported that a British schooner has been seized by the Venezuelan Government, and that the passengers and crew have been imprisoned.

INDIGNANT AUSTRALIANS.

LONDON, October 26th.

There is a strong feeling in Australia against England's advice (regarding the Australian Navy?).

THE "NEAR EASTERN" SITUATION.

LONDON, October 26th.

Negotiations in connection with Turkey and the Balkan States are no further advanced.

THE COTTON CRISIS.

LONDON, October 26th.

There is no prospect at present of a settlement of the Lancashire cotton trouble.

[REUTERS'S SERVICE.]

THE EUROPEAN SITUATION.

LONDON, October 26th.

The Vienna press denounces Great Britain as being responsible for the rupture of negotiations between Turkey and Austria, and declares that Austria, supported by Germany, will only attend the conference recognizing the annexation of Bosnia and Herzegovina as an accomplished fact.

Fifty chests of artillery cartridges, partly destined for Serbia, have been confiscated at Linz, Upper Austria.

DEGREES FOR WOMEN.

LONDON, October 26th.

Lord Curzon's Oxford reform scheme includes the opening of degrees for women on the same basis as men.

CORRESPONDENCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—It may please those interested in Education to learn that application has been made to Oxford to include a paper on the Confucian Analects (論語) for Preliminary, Junior and Senior Chinese candidates at the July Examinations in 1909.—Faithfully Yours,
T. K. DEALY.

Hon. Secretary Oxford Locals.

26th October, 1908.

FIRE AT MACAO.

THE GOVERNOR DIRECTING THE FIRE BRIGADE.

A large cracker factory, known as the Tung Cheong, the principal factory of the kind in Macao, was destroyed by fire last week. There was a large quantity of crackers on the premises ready for export, and the blaze illuminated the whole city. His Excellency the Governor was soon on the spot after the alarm had been raised, and in the absence of the Superintendent of the Fire Brigade directed the operations of the Brigade. Two men are reported to have perished in the fire and another was badly injured. The house belonged to Mr. Herbert Dent.

RAILROADS ADVANCE RATES.

Chicago, September 24th.

Advances in commodity rates to the Pacific coast have been decided upon by transcontinental railroads as the next step in the general freight advance program. Efforts have been made to keep the plan secret, but it is said the traffic will be filed with the interstate commerce commission about election time, so that they may be effective soon after December 1.

The increase on most commodities from Chicago to the coast will probably amount to about 5 cents per 100 pounds. In the case of iron it is said the rate will be advanced from 75 cents to 80 cents. No class rates are to be affected.

Rate advances are being worked out wherever it is believed increases are essential, but it is the purpose of the railroads to make public none of the details of the changes until after the election to prevent agitation against the advances during the campaign.

CHARITY ROM NCE

The opening of the King Edward VII. Secondary School at Lytham, Lancashire, last month marks the latest phase in the development of the Lytham Charities which have a romantic history.

Two centuries ago £5 was bequeathed for the education of the poor children of Lytham. The fund grew to nearly £500, which the trustees invested in land which now forms the centre of Blackpool.

The Corporation of Blackpool has paid nearly £100,000 for the freehold rights of small sections of the Charities estate, and it is confidently asserted that the Charities ultimately will be worth £500,000.

SUPREME COURT.

Monday, 26th October.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

LANDLORD AND TENANT.

The Chief Justice (Sir F. Pigott) and the Acting Puisne Judge (Mr. H. H. J. Gompertz) sat to hear a motion moved by Sir Henry Berkeley, K.C., instructed by Messrs. Evans and Harston, on behalf of the Humphreys Estate and Finance Company, for leave to set aside a judgment of the Puisne Judge in the action "P. W. Goldring against the appellants" in which the Lordship found for the plaintiff. The action was one in which the plaintiff claimed for damages from the defendants for damage done to his property while he was a tenant of the defendant. Mr. Goldring appeared in person.

The appellants asked that the judgment should be set aside because (1) the Acting Puisne Judge held that the defendants had been guilty of negligence whereby the damage, suffered by the plaintiff was caused; (2) he held that the landlords had means of knowing the state of the roof and the gutters whereas the evidence shows there was no means of getting on to the roof; (3) he held that the negligence of the defendants arose from the fact that the damage was caused by the reason that either (a) the pipes had become choked by gradual accretion of matter extending over a long period of time or (b) the obstruction was the effect of the storm of July 23rd, 1903, whereby inspection would have revealed the condition of pipes or gutters whereas there was no evidence that the damage was caused by either of the above reasons. Further that the decision was wrong in law that (1) he held no notice was necessary (2) on the facts found by the judge the plaintiff himself was negligent in not giving notice to the defendants of the dampness of the ceiling seen by him; (3) the pipes and gutters on the roof are part and parcel of the flat let to the plaintiff by the defendants; (4) the covenant in the agreement only extends to structural defects of the roof and walls and not to choked pipes.

Sir Henry addressed the court and asked for leave to appeal. The case was one of wide reaching importance to this Colony and the general principles he submitted then and would press upon the Court later was that the Puisne Judge was wrong in holding that the possession and control of the roof of the verandah and the roof covering the flat did not pass to the tenant under the lease. He would submit that everything which was necessary to the enjoyment of the thing demised, she flat, passes with the demise.

The Chief Justice—That would apply to the third and fourth flats?

Sir Henry—Yes, in succession, but in this particular case it applies to the flat and the roof. I am prepared to submit that it will have to be extended to the other flats.

The Chief Justice—You remember the case in which it was not decided.

Sir Henry—That was between third parties. Mr. Goldring—I appear in person. There is only one point. I submit the appellants are out of time.

The Chief Justice—What is the practice here with regard to appearing in person?

Mr. Goldring—I don't know, my lord.

The Chief Justice—Do you need special leave to appear in person?

Mr. Goldring—No, you can always appear in person.

Sir Henry—I think Mr. Goldring has the right to appear.

Mr. Goldring then quoted the section to the effect that if a person was dissatisfied with a judgment of the Puisne Judge he might within seven days apply to the Full Court for leave to appeal. No application was made to the Full Court for leave within the specified time and the notice was barely filed in time. The Court had already decided the point that application must be actually made to the Full Court within seven days.

The Chief Justice—The Full Court may extend the time.

Mr. Goldring—That is so.

Sir Henry—When was the judgment given?

The Registrar—On the 29th September.

Sir Henry—There is no question of time. The judgment was delivered in vacation.

The Court fixed the appeal to be heard next Monday.

IN SUMMERY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (ACTING PUISNE JUDGE).

PRESENTS OR PURCHASES?

The hearing continued of the case in which S. E. Allens sued Miss M. Hayden, of No. 12, Wyndham Street, to recover \$274.58 for goods sold.

Mr. C. F. Dixon (of Messrs. Hastings and Hastings) appeared for the plaintiff, and Mr. G. E. Morrell (of Messrs. Goldring, Barlow and Morrell) for the defendant.

Mr. Morrell asked permission to recall plaintiff to further cross-examine.

Mr. Dixon objected. It was most unfair for Mr. Morrell to have three or four days to think over questions he might have asked, and then to come with a further volley of cross-examination such as plaintiff was subjected to on the last occasion. He further submitted that defendant's solicitor should not be allowed to cross-examine on a second time.

The court simply a case of goods sold and delivered. If the defendant chose to say the things were given her, that was no reason for putting the plaintiff through a cross-examination as to the whole of his career.

His Lordship—Are you objecting to what has already taken place?

Mr. Dixon—I object to the right to further cross-examine the plaintiff, after my friend stating that he had finished.

His Lordship—How long will the further cross-examination take?

Mr. Morrell—Only about ten minutes. My friend won't be prejudiced in any way, as he has not re-examined.

His Lordship—In the ordinary way, the mere fact of the case being adjourned is no reason for disallowing the plaintiff to be recalled.

Mr. Morrell—My friend appears to object to my endeavour to get at the truth of the matter.

Mr. Dixon—No, I'm not. I'm objecting to the lines on which the cross-examination is being conducted.

His Lordship said he would allow plaintiff to be recalled to be cross-examined as to actual relations.

Mr. Morrell—I will show that he has committed perjury already.

Plaintiff was recalled, and the cross-examination proceeded.

Will you swear on the Koran that all you've told me hitherto is true?—Were you to give me your firm as a gift, I wouldn't swear on the Koran. Nobody would, even for \$10,000.

How long have you known the defendant?—Since about August last year.

Who paid your passage from India when you came here?—I don't know.

His Worship directed witness to answer.

Plaintiff said his father sent him with Cassim Mahomed to learn business.

And why did you leave him?—I liked to.

As a matter of fact, he liked you to?—It's untrue, your telling lies too.

I'm telling lies too. You admit that you're telling lies then?—No.

And from there you went to Hadjee and Co. as a partner?—I want to know what is your object in asking these questions?

Plaintiff was ordered by the Court to answer and replied—Yes, I went as a partner.

And that partnership was dissolved in a fortnight?—Yes, of course. I saw he was losing.

You saw that in a fortnight, did you?—Yes. I was always helping him to make up the books.

Then you went to O. C. Moosa, did you not?—Yes, O. C. Moosa is related to me, and he said, "you come to my shop and learn the business, and when you want to go back to Bombay you can go."

Do you still want to say O. C. Moosa is your cousin?—Yes, I still say he is my cousin, and if he denies it, that means he has a grudge against me. I can prove he is giving you all information.

Do you know a man in Macao named Baohu?—There are half-a-dozen Baohus in Macao. I don't know which you mean.

The one you pay an instalment to?—I don't pay him any instalment.

How do you pay him?—I object to answer the question. It might affect my business.

Mr. Dixon objected. He did not see what questions relating to witness's financial position were asked in the case.

Mr. Dixon's objection was noted.

As a matter of fact, the shop belongs to the man to whom you pay the money?—I pay the money, but the shop is mine.

In re-examination Mr. Dixon said—It has been suggested that you are not solvent; is this (produced) the book in which you have entered amounts due by customers to whom goods are supplied on credit?—Yes.

How much have you in outstanding debts?—About \$8,000.

And most of them are good accounts?—Yes.

It has also been suggested that you made a present of these articles to the defendant; is this the day book showing the credit sales each day?—Yes.

You stated at the last hearing that you had never supplied any articles to Miss Vera Glynn?—Yes, but when I afterwards looked up my books I found that I had supplied some this month.

Mr. Morrell asked that the exhibits be handed to him.

Mr. Dixon—I don't see why my friend should have a roving commission through our books. He gave me notice to produce the books, and when I produced them he never asked for them. I objected to him having two innings, and now he wants a third. He set up a remarkable defence and I seek to prove that my client is of a most dissolute character, and in a most insolvent condition. I produce his books to show that he is solvent.

His Lordship—I think Mr. Morrell is entitled to inspection.

Mr. Dixon—I don't think it fair that he should go through them. We don't mind him looking at the defendant's account, but he wants to look at the other accounts.

Mr. Morrell was handed a book, and proceeded to cross-examine the plaintiff with regard to entries therein.

Do you keep all your books in English?—No, in my own language.

Let me have a look at the cash book?—It's in my own language, and you cannot read it. You're simply here to laugh in Court.

Mr. Morrell suggested that the interpreter might read it.

The interpreter said he could not.

Mr. Morrell—Oh, nobody can read it. That is

Mr. Morrell stated that Mr. Dady Burjor had started to translate in that case, but neither side would agree to the translations.

D. S. Rabadi, assistant to plaintiff, was the next witness. He said he was present when the defendant called and said she had received the bill. She told Mr. Allans the amount was a big one, and that she would pay later, but plaintiff said he could not wait any longer. She did not then suggest that the goods were given her as a present.

In cross-examination witness said he had been with the plaintiff for about two months, and had not made any entries in the day book.

Re-examined, witness said that when defendant called on another occasion plaintiff was out, and she left a note which read:—"Dear Mr. Allans, kindly bring up my bill this afternoon. It is very important; I should like to settle up. I have just heard from Agnes."

This was the case for the plaintiff.

Mr. Morrell, in opening for the defence, said he thought he had sufficiently outlined it. The plaintiff went so far as to guarantee his client with house rent for six months. These bills were written to satisfy plaintiff's partners, and they were written at his request and almost at his dictation.

Defendant was called, and said she had known the plaintiff since the 4th July, when she met him at 44, Lyndhurst Terrace. That was the American Independence day, and he gave her a silk flag, the first thing he ever gave her. Miss Vera Glynn was in the room, and he gave her a silk flag also. He had given witness table linen, embroidery, table covers, etc., and he took her to the Japanese store, where she had never been before, and bought her presents. Then, when he got angry he sent her a bill for the amount claimed. He told her he wanted her to live different to the other girls, and he would let her have his store if she wanted it. When she discovered his object, she told him not to call any more. He had been at her house in Wyndham Street nearly every day in the month of August, sometimes twice a day. He had boasted in front of Miss de Noir that he had given her these things, and the house boy heard him.

Cross-examined: Do you swear you are a single woman?—I do.

Do you swear that your husband is not Vera de Noir's brother?—Not exactly.

What do you mean?—I mean that Vera de Noir's brother is not my husband.

Did he tell you to put in that part of the letter reading "I have just heard from Agnes"?—He did. He has her picture in his safe.

How come the plaintiff to promise you these articles?—It is a custom of his.

What happened at this interview at which he got angry?—Well if you ask him witness—I am asking you, and I will insist upon an answer?—I am answering if you will give me time. After the interview he went away very angry, and got very drunk.

Were you ever on affectionate terms with the plaintiff?—I never was.

Do you remember writing this letter to the plaintiff?—"Dear Prince, I am waiting for you to come, and if you cannot come and do as you promised, please let me know at once, for I must get money and settle my bill. It means over \$5 to me, for my month is up."—I don't remember.

Will you swear you never wrote it?—No. Is that your willing letter handed to witness?—Yes.

Did you ever invite plaintiff to dinner?—Why, yes. He has dined with me many times.

What had he promised to do?—He had promised me an amount of money.

What for?—Because I needed it.

Was it to be a loan or a present?—He said I could have anything I wanted.

How much money have you had from the plaintiff?—I don't tell you exactly. More than \$100?—Oh, yes.

Was it \$100?—I don't think so.

Will you tell me about the amount?—I don't remember.

Yes, you do—I don't. I never figured it up.

Will you swear it was not \$1,000?—I won't swear about it at all. I don't remember.

What do you suppose he was paying this large sum of money for?—I don't know. It is a custom of his I believe.

Here is another letter;—"Dear Prince, will you please bring up money \$190, and note for me to sign. I am so tired I cannot dress to go out. Yours, Mianco." Is that your writing?—Yes.

What was the note you were to sign?—He asked me to write the bill because he was having difficulty with people to whom he owed money, and he wanted me to assist him.

Did he tell you to address him as "Dear Prince", or is that your own idea?—I addressed him as he told me to.

Both plaintiff and his witness said you went to his shop on September 20th and asked for time to pay your bill.—It is wrong. They both lie.

You were pretty hard-up about that time, weren't you?—I have always been hard up.

The further hearing was adjourned until Thursday.

SHIPPING NEWS.

THE NEW DOUGLAS STEAMER.

Yesterday the new steamer "Halyang," recently built at Greenock to the order of the Douglas Steamship Company arrived here on her maiden voyage. The "Halyang," which will be placed on the coasting trade, is admirably equipped for passengers and cargo. Her length between perpendiculars is 300 ft 6 in, breadth 38 ft, depth to spar deck 25 ft, gross tonnage about 2,900 tons. Her rig is that of a two-masted fore and aft schooner and her propelling machinery consists of one set of triple expansion engines. The steamer presents a very handsome appearance.

INTERESTING INSURANCE CASE.

A San Francisco newspaper, referring to the decision of the United States Circuit Court in the action brought by the M. S. Dollar Steamship Company, says the jury by its verdict put the Maritime Insurance Company in the list of woe. It awarded the M. S. Dollar Steamship Company a verdict for \$17,586 67, which was the amount sued for with interest from November 13, 1905, the date when the steamer Melville Dollar was seized by a Japanese cruiser, and sold by order of a prize court.

Several other companies have been awaiting the result of this suit with some interest, as \$17,000 in all was written on the steamer at 25 per cent, and all had paid their policies except the Maritime.

It was believed when the Dollar sailed from San Francisco, in 1904, with a cargo of hay and grain for the Russian army, that she was safe from molestation, for her master had provided himself with two sets of papers, one giving his destination as Mojia, Japan, the other stating that he was bound for Vladivostok. He was to present the Mojia papers if overtaken by a Japanese cruiser, and the Vladivostok clearance if a Russian man-of-war was ordered him to heave to. It was a wise Japanese sailor, however, who made the investigation, and he soon convinced the skipper that his trick had been in vain. The Dollar was taken into port, sold by order of a prize court, and bought in at a low figure by the head of the Dollar line.

GERMAN SHIPPING "SCUM."

Herr Wiegand, general director of the North German Lloyd Line, a Bremen dispatch says, had a sorry tale to unfold at the meeting of shareholders last month. The first six months of 1908 show a decrease of \$250,000 in profits as compared with the same period last year. This is the result of the bad condition of trade with America. While in the first half of 1907 120,000 steerage passengers were transported, this year only 20,000 have crossed in the Lloyd ships. For freight to and from the United States nearly \$1,000,000 less has been paid than last year. Almost all the other lines of the company are in the same bad way.

LATEST STEAMER MOVEMENTS.

The str. *Craiggar* left Yokohama on the 24th inst. for Tacoma and Washington.

The P.M. str. *China* with mails from Hongkong on the 26th ult. arrived in San Francisco on the 23rd inst.

The Ben Line str. *Benarty* from Middlesbrough, Antwerp and London left Singapore on the 25th inst. for this port.

The E. & A. str. *Aldenharn* left Sydney on the 24th inst. for this port via Queensland ports.

The Indo-China str. *Louisa* from Calcutta and the Straits left Singapore for this port on the 23rd inst.

The I.G.M. str. *Kleist* which left here on Friday the 23rd inst. at 8 a.m. has arrived at Shanghai on the 26th inst. at 6 p.m.

The O.P.R. str. *Empress of India* arrived Kobe at 8 p.m. Saturday the 24th inst., and left again at 1 p.m. same day for Yokohama where she was to arrive at 2 p.m. on Saturday the 25th inst.

The P. & O. str. *Delhi* left Singapore for this port on the 24th inst. at 6 p.m., with the outward English Mail, and is due here on the 28th inst. at about 5 p.m.

The C.P.R. str. *Empress of Japan* arrived Shanghai at 3 a.m. on Monday the 26th inst., and left again at 7 p.m. same day for Hongkong where she is due to arrive at 11 a.m. on long where she is due to arrive at 11 a.m. on Thursday the 29th inst.

The I.G.M. str. *Prinz Ludwig* carrying the German Mails with dates from Berlin of the 7th inst., left Colombo on the 25th inst. a.m., and may be expected here on or about Thursday the 5th prox.

DEATH OF THE HON. C. S. NAPIER.

We regret to record the death, in tragic circumstances, of the Hon. Cecil Scott Napier, eighth son (by the second wife) of Field-Marshal Baron Napier of Magdala, and half-brother of the present Baron. Mr. Napier, the N. C. Daily News of the 19th inst. says, was admitted to the Shaohai General Hospital from which he was suffering from dysentery from which he was recovering when he had an attack of malaria.

The patient became very depressed last week and on Friday he referred to the making of his will. During that night he was very restless and the nurse who was with him was the auditor of several rambling statements by him. Mr. Napier occupied No. 18 room, which is in the first-class on the third story and a corner room facing Soochow Creek. About 6 a.m. the nurse left her patient for a little while and during that interval the patient in the next room saw a man in pyjamas walk along the corridor in front of his room and mount a long pattern chair which was near the verandah bordering. The other patient did not anticipate anything untoward taking place, but his attention was again drawn to the spot by hearing a noise and looking up he saw the man in the pyjamas disappearing over the verandah.

Alarm was given at once, but some Chinese had heard Mr. Napier's fall into the courtyard, and when they rushed to him, he was dead, the head having been terribly injured. Other assistance was immediately forthcoming, but it was of no avail.

Late in the morning, H. B. M. Coroner, Mr. G. W. King, opened an inquest on the body, but adjourned the inquiry after the evidence of one witness had been taken, until Tuesday next.

The Hon. Cecil Scott Napier was born on April 13, 1874, and he joined the Chinese Imperial Maritime Customs in 1898. Last year he went home on leave and while there he was appointed to the London Office. After six months' service in England he applied for transfer back to China. He returned here some weeks ago and was appointed Deputy Assistant Commissioner of Customs at Wenchow. He was on the point of going to Wenchow when he fell ill and entered hospital. Mr. Napier was very popular in the service, and his death in such pitiful circumstances is deeply deplored.

STEAMSHIP ALLIANCE.

An agreement of far reaching consequences has just been signed by the largest steamship companies of the world. The ten companies have concluded a traffic arrangement for the handling of freight direct from San Francisco and other Pacific coast ports to Europe by way of the isthmus of Tehuantepec. This move creates an effective opposition to the transatlantic railroads. The steamship lines have begun their fight for the through lines, by putting forth a schedule of rates from 15 to 30 per cent, below those previously in force.

Steamship lines have been in operation for some time between San Francisco and Europe, but for the most part they have shipped from New York. Under the terms of the new agreement three lines will operate on the Pacific coast in conjunction with seven on the Atlantic.

The trade of the Pacific will be looked after by the American-Hawaiian line, the Kosmos company and the Canadian-Mexican Pacific line. The vessels of these companies will operate as far north as Salina Cruz, the Pacific terminals of the Tehuantepec railway. Freight will be carried across the 189 miles of the isthmus to Puerco, Mexico, where the vessels of seven companies, known as the West India Atlantic conference, steamship lines, will call. The companies in this union are the Compagnie Generale Transatlantique of France, the Line of Transatlantique of Barcelona, the Cuban line of London, the Hamburg American line, the Harrison Line, the Lloyd Line, the Royal Mail steamship Company of London.

This combination will make one of the most effective steamship alliances that has been formed in recent years. Freight from San Francisco will be distributed to all the big ports of Europe in 40 or 45 days. It is claimed that the steamship agents that this time will not be surpassed by the railroad companies, which are compelled to transport this time now required by the all ocean route.

News of the arrangement has been received by the American-Hawaiian steamship company from E. H. Munday, its European agent. The terms of the agreement have already been put into effect and a sailing schedule has been perfected. The American-Hawaiian boats will leave San Francisco every 21 days and the Kosmos line will provide a fortnightly service. The line to Salina Cruz will be made in eight days. The trade for the American-Hawaiian company and will take care of the business at San Francisco, Puget Sound, Los Angeles and San Diego. The Kosmos company will handle the local and Puget Sound business, while the Canadian-Mexican Pacific line will operate from Victoria and Vancouver.

A unique feature of the agreement is the fact that it brings into an alliance ships that fly the flag of five different nations. America, Great Britain, Germany, France and Spain are represented and the agreement further includes the Mexican government, embracing as it does the use of the Tehuantepec railway.

Steamshipmen pointed out yesterday that this was a development that followed the opening of the Tehuantepec route. It was stated that it was but an indication of what would follow the opening of the Panama canal.

A. M. Sutton, freight agent for the American-Hawaiian line, said yesterday that the first cargo had already gone out under the new agreement. He stated that it was too early to tell what effect the arrangement would have on the through freight business.

BRITISH COLONIAL NAVY.

ADMIRALTY APPROVAL OF AUSTRALIAN SCHEME.

The terms of the Admiralty dispatch in reply to Mr. Deakin on the subject of Australian naval defences have been published in Australia. The Admiralty generally approves Mr. Deakin's proposals, with slight modifications. It says that it does not anticipate any insuperable difficulty in creating a local fleet of ships, destroyers, mine submarines, and two torpedo boats.

The Admiralty estimates that the cost of providing these will be £2,337,000, and of their annual maintenance £193,000, while the crews required, comprising seventy-nine officers and 1,125 men, will cost £180,000 per annum.

Considering the security from overseas attack of the Empire generally is best secured by the operation of the Imperial Navy distributed as the strategic necessities of the moment may dictate, the Admiralty frankly recognizes that in certain contingencies the establishment of an Australian fleet, acting in conjunction with the Imperial forces, would greatly assist the latter's operations.

The political importance of an Australian Navy is freely conceded, and the Admiralty offers to co-operate in the construction and organization of the fleet, subject to a satisfactory understanding on the question of general administration.

Mr. Deakin proposed that the fleet should be under Commonwealth control, but that the crews Australian territorial waters, and that the crews should form part of the Imperial force when in subject to the naval Imperial officer when in other parts of the Empire, the removal of the vessels from Australian waters to depend on the approval of the Commonwealth Government.

The Admiralty in this connection accepts Mr. Deakin's assurance that no trouble is likely to arise concerning control in war time. Ministerialists, members of the Opposition, and Labourites all regard the Admiralty's concessions as a great personal triumph for Mr. Deakin and Mr. McKenna.

SALIENT FEATURES.

According to the Admiralty dispatch, which has been laid on the table of the House of Representatives, is dated August 20. It states that the Lords of the Admiralty have had some difficulty in fully comprehending Mr. Deakin's scheme, but they believed that the following are among its salient features:

The Commonwealth Government undertakes the responsibility for local naval defence, and will provide six torpedo-boat destroyers, nine minesweepers and two depot ships. It will also maintain the expenses of pay, provisions, and maintenance of the Imperial Government, as many of them as possible being Australian.

The administrative control of the fleet will rest with the Commonwealth Government, but the officers and men will form part of the Imperial Navy, and will be subject to the King's Regulations.

It is assumed that repairs will be effected in local shipbuilding yards. Sydney dockyard being reserved for Imperial purposes as heretofore.

The Admiralty assumes that pay will be on the same scale as in the Imperial Navy, experience having convinced their lords that any attempt to combine higher pay in Australia with the ordinary conditions prevailing in the Imperial Navy must be abandoned.

In Reuter's version the Admiralty's offer to co-operate is professed by the words "In the absence of any direct contribution to the expenses of the Imperial Navy."

DR. STEIN'S EXPEDITION IN CENTRAL ASIA.

Further communications have been received at the Royal Geographical Society from Dr. M. A. Stein, describing the results of his latest archaeological and geographical investigations in Central Asia. They are dated Khotan, July 18, 1908.

Early in December, 1902, Dr. Stein, travelling from Turfan, had reached Karashahr, in the extreme north-east of the Tarim basin, and there he began his archaeological explorations of the winter. Sites of ancient towns of some size could be traced at several points of the Great Plain, now mainly a waste covered by scrub and low jungle, which enclosed the Bagram lake on the north—witnesses of the importance which the territory on ancient times. But the vicinity of subsoil water, often impregnated with salts, and the effects of an climate evidently less dry than in other parts of the great Turkestan depression, had completely destroyed whatever structures might have once stood within the still extent of the ramparts. Chinese coins, picked up on the spot, made it possible to determine that these sites had been occupied down to the ninth century A.D. A far better field for systematic excavations was offered by an extensive collection of ruined Buddhist shrines, locally known as Ming-ko ("the thousand houses"), which occupies some low rock terraces at the easternmost foot of the range overlooking the Karashahr river from the south. Situated within easy reach by the high road leading from Karashahr to Korla, the ruins have repeatedly been visited by European travellers, including Dr. Hedin, and within the last few years Professor Grunwedel's archaeological expedition, on its passage to and from Turfan, had effected excavations in some of the structures less buried under debris.

The disposition of the ruins in long rows of detached cells, varying in size, but all showing close resemblance in plan and construction, facilitated the employment of a large number of labourers. The first diggings showed that, apart from the destruction of rain and wind, a great conflagration which, in view of the finds reaching down to the ninth century A.D., may safely be connected with the earliest Mahomedan invasions. But in spite of all the destruction caused by iconoclastic zeal and atmospheric influences, there remained plentiful archaeological spoil. A great mass of excellent relief sculpture in stucco, once adorning the temple walls, emerged from the deep layers of debris filling the interior of the shrines, and from vaulted passages enclosing some cells, and some fine fresco panels which, though badly mutilated, had saved both from fire and moisture. Finds of painted panels and delicately carved reliefs in wood, once richly gilded, bore proof of lavish adornment with volute gifts which these shrines had once enjoyed. Considering the relatively late date to which the sacred place had been reduced, the artistic excellence of many reliefs, and the manifest difference in styles, these sculptures and paintings were displayed quite as clearly as the work of ancient Khotan, the predominant influence of Greco-Buddhist models from the extreme north-west of India. The manuscript remains recovered were either in Indian script or in Uighur. Considering the great number of temples, the total absence of ruins which could certainly be recognized as monastic dwellings was a curious feature of the site. But, as the living seemed to have been averse from taking up the dead, with the gods, it was otherwise with the dead, for cinerary urns, and bones were unearthed in numbers around some of the shrines and stupas.

Dr. Stein could not trace in the vicinity any remains pointing to early occupation by villagers. Yet the wide plain stretching eastwards, a desolate waste of scrub and sand, could even now be easily brought under irrigation by canals from the Karashahr river.

Changes of desolation may have been effected in this region, it seems certain that the supply of water now available in the narrow strip of land actually covered by the ruins, was not sufficient to support a large and permanent population at present. The want of adequate population at present prevents a great extension of cultivated area. After the completion of their tasks by Christmas, it was a relief to the party to move to the cold but sunny hills of Khotan, where, marshes from Ming-ko, where information abounded with such trouble, had led to the discovery of a very old Buddhist stupa, hitherto unnoticed. Dr. Stein, at Ming-ko, after making his way from Turfan towards Korla, largely through previously unexplored portions of the Karakoram ranges. The visit to the Khotan river gave him an opportunity for useful work, and the range dividing the Karashahr valley from the open plain of the Tarim basin.

After a visit to the Inchoke (or Shahr) river, the party marched over hitherto unexplored ground to Karashahr. Dr. Stein, following the course of that river through its debouching from the mountains, while Dr. Stein struck across the broad belt of waterless desert to the north-west. After a week's halt at the oasis of Khotan, which was utilized for visits to the ruins and a rapid study of their specially instructive features, Dr. Stein was free by the close of January to resume his journey to the south of the desert.

Inquiries set on foot by Dr. Stein since leaving the Khotan and Keriya region in the autumn of 1906, had resulted in information reaching him about several ruined sites in the Tarim basin which had remained unexplored so far; and he was anxious to visit them before the heat and the season of sandstorms made work on that ground impossible. On January 20 the party left the last shepherd hut in the Tarim jungle, and after a trying tramp of eight days across high dunes, they reached the northern edge of the desert, at some early period, Keriya river formed at the right hand, and, carried by drift sand, and often disappearing completely amidst jungle dead since long ages. The river had formed a new bed far away from the one which Dr. Hedin had followed, and the sands through which it now flowed were still absolutely sterile. It was a great relief when Dr. Stein last night, in a huge ridge of sand, the glittering ice-sheet in the distance. It took several days more before they arrived at living forest, and found the river-bed branching off from the old one, close to the northernmost point of the desert.

Dr. Stein had reached on his journey of 1901.

After a day's rest at a shepherd's camp by the Keriya Darya, Dr. Stein resumed archaeology labour at the Kara-dong site, which he had visited on his latest journey, and he had visited on his latest journey, and he had visited on his latest journey.

Haying approached again, and Keriya river by a party of been joined on the Keriya river by a party of his old treasure-seeking guide from Khotan. Dr. Stein marched with them by a new route to the desert edge north of the oasis of Domoko. Here excavations were rewarded by valuable finds in the shape of well-preserved manuscripts in Indian script, Buddhist paintings on wood, &c.

March and the early part of April were thus spent in archaeological labours along the desert belt adjoining the oasis from Domoko to Khotan. Amongst the ruins newly traced there Dr. Stein mentions the remains of a large Buddhist temple, decorated with elaborate frescoes, now completely buried by high dunes in the desert strip between the Yung-kash and the Karashahr rivers. The latter lake Rakav and the Karashahr river, discovered in 1901 in Yehara which Dr. Stein discovered in 1901 in a closely corresponding position, not far from the opposite bank of the Yung-kash, this temple proved to belong to the early centuries of our era. Unfortunately subsoil moisture weakened the walls to such an extent that continued excavation threatened to result in complete destruction.

After having been rejoined by Rai Lal Singh, who had in the meantime completed a detailed survey of previously unexplored ground in the north-west and north of the Khotan oasis, the party set out by the desert route which leads towards Akon along the Khotan river-bed, then practically dry throughout. On the curious desert hill of Mezhar tagh, which flanks the Khotan river on the west, some six marches below the oasis, Dr. Stein discovered the ruins of a fortified watch station once guarding the river route. The fort had been destroyed by fire, but on the steep rock tops, long rows of peaks of long years had fortunately remained in excellent preservation, safe from moisture and driving sand. From this unassuming quarry Dr. Stein recovered a great collection of documents, on wood and paper, in a variety of scripts, mainly Indian, Chinese, and Tibetan, and none apparently later than the eighth and ninth centuries A.D. The great mass of the records evidently belongs to the period of Tibetan invasions, and closely corresponds in appearance and character to the records brought to light by Dr. Stein last year from the ruined fort of Miran, south of Loy-nor.

By the beginning of May the expedition reached Akon, having suffered a good deal on the way from the heat of the desert and sandstorms. At Akon Dr. Stein was able to arrange through the help of his old mandarin friend, Pan Darin, now Tatal, for the local help which Rai Lal Singh needed for the continuous survey he was to carry along the outer Tian-shan range westwards as far as the passes above Karashahr. Dr. Stein himself travelled up the Ugh-Turkian valley, and thence marched by a route not shown by published maps across a barren but remarkably picturesque mountain range to the oasis of Kelpin. In spite of peaks rising to 12,000 to 13,000 feet, water is now very scanty throughout these mountains.

The way in which obvious destruction has affected the conditions of Khotan's herdsman grazing in the valleys, and the survival among them of local legends, and the discovery of study, information opportunely secured through "treasure-seekers" of Kelpin led to the discovery of extensive debris areas, marking ancient settlements in the desert belt between the arid outer hills of Kelpin and the lowest course of the Karashahr river. Far-advanced erosion had left little or no remains for excavation, but enough archaeological evidence was secured to prove that this tract, once traversed by the ancient Chinese high road to Karashahr, had been occupied down to the eighth century, by large settlements to which canals still traceable in part carried water from the Karashahr river. There was opportunity here also for interesting topographical work, as Dr. Stein's survey revealed a series of low parallel ranges, which continue to the north towards line of the curious rugged hills above Tamsuk and Marashahr shown by the exact maps as isolated rock ridges.

A rapid journey via Yarkand brought Dr. Stein by the middle of June back to Khotan. The arrangement and packing of his archaeological collections, accumulated during two years' labour, are bound to prove an exciting task, seeing how extensive they are and how much care is needed to prevent damage to often fragile antiquities on the long and difficult journey to India. Thus he expected to be kept hard at work in Khotan until the close of July.

After completing out with Rai Lal Singh, Dr. Stein hoped to carry out the high Karashahr ranges above the Yung-kash and Karashahr sources which still remain to be surveyed. Then, in September, Dr. Stein hoped to be able to start on the return journey to India over the passes of the Karakoram, and may be expected in England in December.

OUR LADY AT THE BAR.

GIRL BARRISTER'S SUCCESS IN PARIS.

The *Pall Mall Gazette's* Paris correspondent wrote on the 24th ult.:

With tears in her eyes and deep emotion in her voice, Maitre Helene Miroslowsky pleaded before the Assises Court of the Department of the Seine this afternoon. The court was crowded; barristers were there in their black robes and baretts, and the fashionable public, which is ever agog for sensation, was represented by three or four rows of stylishly-dressed people. What had they come out for to see? A woman pleading at the bar—was that the other pleading at the bar, one for her first time for her client? Though I am a legalist, I imagine records of feminine legal conquests, I imagine the interest of a prisoner; certainly, it is the first time in France that a woman advocate has faced the good man and true empanelled to try cases of alleged crime, and misdemeanour.

SCENE FOR PORTIA.

The case was of a sort to give scope to Portia. A wretched woman, young, and with traces of good looks in her wan and hollow face, was charged with child-murder. The little victim was the unwanted and illegitimate offspring of the woman and her paramour. The father had cast off mother and child, with brutal masculine egotism, and in her despair, the woman had tried, by charcoal fumes, to end her own life and that of her little son. She succeeded only too well, for she had left the child to die, and she herself to resist the back from death only after a long struggle. To the commissaire of police she wrote (pining the letter on the cover of the envelope) "Please sell the things I have left, with the proceeds, a wreath for my little boy."

Recovered from a wished-for grave, she took her stand to-day in the dock reserved for prisoners, fronting the crowd of well-groomed, perfumed women, who gazed at her with a curious interest—rather, as it seemed, the interest of the surgeon in dissecting some strange and unusual animal. But she was only nominally the heroine of the drama; the real heroine was this thin, pale, and beautiful young woman in barrister's robes who, with her raven glossy hair crowned by the traditional head-gear, calmly waited whilst the judges settled themselves and the public had ceased to rustle with expectancy. If she was nervous, she did not show it, and began her pleading in firm and earnest tones. Soon she rose to great heights of eloquence, and clothed her arguments in a language of singular beauty. Every one was affected by this picture of a stricken mother who, until the day when the burden became too

EXPERT FAILED TO CURE HIS ECZEMA.

Had Suffered Six Years—Face Badly Affected—Dared Not Go Out when Air Was Raw—Cuticura Proved Only Remedy—Also Cured Ringworm on Girl's Arm.

CUTICURA REMEDIES TWICE SUCCESSFUL.

"I found three cases of Cuticura Soap, one box of Cuticura Ointment and two bottles of Cuticura Resolvent ample to cure me of eczema, with which I had suffered for six years. It was the face principally that was affected and last night I scarcely dared show myself in the street. I was the least aware of the air. I tried two or three doctors, also a chemist who was supposed to be an expert on eczema, but they did not seem to cure me permanently. Also the same box of Cuticura Ointment cured a pretty bad case of ringworm on a girl's arm that I persuaded her to let me treat. I am, G. L. Moore, Buttery Hall, Kirkby Lonsdale, May 11, 1907. Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases."

Book on Treatment of Skin Diseases.

MOTHERS Of Skin-tortured and Disfigured Babies Should Know

That warm baths with Cuticura Soap and gentle anointings with Cuticura Ointment will afford instant relief, permit rest and sleep, and point to speedy, permanent, and complete cures of torturing, disfiguring eczema, rashes, eruptions, irritations, inflammations, and chafes of infants and children, work on a man when all else fails. Guaranteed absolutely pure and may be used from the hour of birth.

Complete External and Internal Treatment for Eczema, Rashes, Eruptions, Irritations, Inflammations, and Chafes of Infants and Children. Cuticura Soap and Cuticura Ointment are the only remedies that will cure these troubles. Cuticura is the only remedy that will cure these troubles. Cuticura is the only remedy that will cure these troubles.

much, was a model of maternal solicitude. Even her neighbours praised her in the witness-box, and that is a great tribute in France, where there seems to be a special licence given to the delinquent.

The jury was evidently impressed, too, for almost immediately they declared for the acquittal, and the prisoner, another Helene—Helene Jean—stepped a free woman into the outer world.

PERSISTENCE AND JUSTICE.

Maitre Miroslowsky's success was generally discounted; it was a strong case, and she is a pretty woman—always an invincible argument in Paris. Really, the "avocate's" triumph, this afternoon, is a little disconcerting, not merely for poor despatch men, who find the last refuge of masculinity invaded by the other sex, but also for the course of even-handed justice. How to resist the fascinating creature, composed of feminine charms and legal acumen? I saw only one way. You might multiply the jury indefinitely, they would vote on the side of the angel; but, supposing you empanelled a jury of women, the verdict might be quite different. Thirteen stipendiaries of strong morals and strong spectacles, or matrons completely disillusioned of life, might not listen with the same sheep-like docility to the voice of the charmer. Indeed, I could suppose that a strong-minded forewoman of jury might want to put her in.

The Lady Barrister: "I suggest that my client is more innocent than the flouting." The Forewoman: "Do not talk nonsense, Maitre, our contention is she richly deserved her fate."

One might imagine scenes of this sort constantly recurring. Meanwhile, the well-bred judge would look on amused and scandalized—but powerless. What would be the still, small voice of a man judge against argument and sentiment in petticoats?

"PLEASE BE NICE!"

Maitre Miroslowsky is pleading again to-morrow, and I think you and I can bet on the fact that it will be another acquittal. The lady at the bar has made progress since she defended her first case—a woman, shoplifter. Then she concluded her argument with: "Surely you will not be so unkind as to condemn my first client!" But this was in a police-court; there was only one magistrate—rather elderly and crusty—and he had the temerity to resist the blandishments of Miroslowsky. With a jury this is quite out of the question, as I have attempted to prove. Notre chère Maitre has a good deal to say for herself. Her flashing eyes have said that from the very commencement.

The woman parli is greater than ever in Paris to-day. If only the Suffragettes.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, and should be sent to the office of the Press, 10, Rue de la Paix, Paris, or to the office of the Press, 10, Rue de la Paix, Paris, or to the office of the Press, 10, Rue de la Paix, Paris.

NEW ADVERTISEMENTS

NOTICE.

ANYONE sending 1000 obliterated HONGKONG POSTAGE STAMPS to the undersigned will receive the sum of 10 Francs per return Mail.

NOTICE.

M. R. C. FREERICH has CEASED to be the Manager of the Oriental Hotel.

WANTED.

AT ONCE: an experienced CHINESE CLERK, with knowledge of TYPE-WRITING.

DOUGLAS STEAMSHIP CO., LTD.

VISIT OF THE UNITED STATES' FLEET TO AMOY.

THE Company's New Str. "HAIYANG" will leave for AMOY on THURSDAY, the 29th inst. at Noon.

DOUGLAS STEAMSHIP CO., LTD.

NOTICE TO MARINERS.

CHINA SEA.

WENOHOW DISTRICT.

SHEROUD ISLAND LIGHT EXHIBITED.

NOTICE IS HEREBY GIVEN that

SHEROUD ISLAND LIGHT will

be exhibited for the first time at sunset on or about

21st October, 1908.

The illuminating apparatus is Dioptric.

Revolving, Group flashing of the Fourth Order,

showing five WHITE flashes in quick succession

every 20 seconds, thus:—

Flash 3/4 Seconds

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NEW ADVERTISEMENTS

THE TIENTSIN LIGHTER CO., LD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters

and Tugs and is prepared to undertake

the discharge of steamers, and lighterage

between Taku Bar and Tientsin.

DOCK AND ENGINEERING YARD.

Estimates for all classes of ENGINEERING

and Foundry Work, also for Docking and

Painting Vessels given on application to—

BUTTERFIELD & SWIRE,

Managers.

Hongkong, 27th October, 1908. 1499

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"FOOKSANG"

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge or remaining

on board after 4 P.M., the 27th inst., will be

landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JAEDINE, MATHEWSON & CO., LTD.

General Managers.

Hongkong, 26th October, 1908. 16

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

NOTICE TO CONSIGNERS.

FROM YOKOHAMA, KOBE AND

SHANGHAI.

THE Company's Steamship

"AUSTRIA"

having arrived, Consignees of Cargo are hereby

informed that Goods will be landed into the

hazardous and/or extra hazardous Goods of

the Hongkong and Kowloon Wharf and

Godown Co., Limited, whence delivery may

be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent to the Office of the Underwriters before

NOON on the 31st inst., or they will not be

recognised.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the

31st inst., will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO.,

Agents.

Hongkong, 26th October, 1908. 3

S.S. "TOURANE"

COMPAGNIES DES MESSAGERIES

MARITIMES

NOTICE.

CONSIGNES of Cargo from London ex

s.s. "Medoc" and "Matagan" from

Havre ex s.s. "Medoc" from Bordeaux ex s.s.

"Ville de Nantes" in connection with above

Steamers are hereby informed that their

Goods, with the exception of Opium

Treasure and Valuables, are being landed

and stored at their risks into the hazardous

and/or extra hazardous Godowns of the

Hongkong and Kowloon Wharf and

Godown Co., Ltd., at Kowloon, whence delivery

may be obtained immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before 2 P.M. To-day, requesting it to be

landed here.

Bills of Lading will be countersigned by the

Underwriters. Goods remaining unclaimed after

Monday, the 3rd Nov., at NOON, will be

subject to rent and landing charges.

All claims must be sent in to me on or before

the 3rd Nov., or they will not be recognised.

All damaged packages will be examined on

Monday, the 3rd Nov., at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,

Acting Agent.

Hongkong, 26th October, 1908. 2

INTIMATIONS

NOTICE.

WE HEREBY BEG TO GIVE

NOTICE TO THE DEBTORS of the

late Proprietors of the Connaught House Hotel

that unless they settle their Debts on or before

the 31st October, 1908, their Clothing and

Trunks, &c., left in the said Hotel on or before

PUBLIC COMPANIES

THE DAIRY FARM COMPANY,

LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWELFTH ORDINARY YEAR-

LY MEETING of Shareholders in the

above Company will be held at the Company's

Town Office, No. 2, Lower Albert Road, Hong-

kong, THIS DAY (TUESDAY), the 27th

October, 1908, at Noon, for the purpose of

presenting the Report of the Directors and

Statement of Accounts to 31st July, 1908.

The TRANSFER BOOKS of the Company

will be CLOSED from the 19th to the 27th

October, 1908, both days inclusive.

By Order,

S. A. SETH,

Secretary.

Hongkong, 26th October, 1908. 1492

HUMPHREYS ESTATE & FINANCE

COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an

ADJOURNED EXTRAORDINARY

GENERAL MEETING of Shareholders will

be held at the Company's Office, Alexandra

Buildings, Des Vaux Road Central, Hongkong,

on SATURDAY, the 31st October, 1908, at

Noon, when the subjoined Resolution which was

passed at a Meeting held on THURSDAY, the 8th

October will be submitted for Confirmation as a

Special Resolution:—

"That Article No. 54 of the Articles of

Association of the Company be cancelled

and the following Article substituted

thereof:—"Three Members personally

present shall be a quorum for an Ordinary

General Meeting. For all other

Meetings the quorum shall be five."

"That Article No. 111 of the Articles of

Association of the Company be altered

by deleting the words "the Governing

Director or by two Directors" on the

seventh line thereof and substituting

the following words therefor:—"The

General Managers."

Dated this 26th day of October, 1908.

JOHN D. HUMPHREYS & SON,

General Managers.

1493

GREEN ISLAND CEMENT CO., LTD

LOST SHARE CERTIFICATES.

No. 6473-297859/297888-18 Shares in name

of Li Luv.

No. 6476-298187/298252-66 Shares in name

of Li Man Hing.

No. 6477-298253/298352-100 Shares in name

of Li Luv and Li Kin Tong.

NOTICE IS HEREBY GIVEN that

DUPLICATES of the above CERTI-

FICATES will be issued one month hence, and

the Original Certificates unless produced at the

Office of the General Managers within that

period, will be held by the Company as null and

void.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 18th October, 1908. 1440

FOR SALE

FOR SALE.

TWO EUROPEAN LIGHTERS.

Apply to—

SECRETARY,

Hongkong & Kowloon Wharf & Godown

Co., Ltd.

Hongkong, 23rd October, 1908. 1471

FOR SALE.

A FIVE ROOMED HOUSE, No. 115,

The Peak. With possession from 1st

May, 1909.

Apply to—

H. W. SLADE,

Hongkong, 13th October, 1908. 1422

CHINA EXPRESS CO.,

3, DUNDRELL STREET.

FOR SALE A Quantity of NETTING

for TENNIS COURTS, etc., at less

than half cost.

GOREZ-ANGKUTZ FOCAL PLANE CAMERA,

PHOTO MATERIALS, DISHES AND CHEMICALS.

Hongkong, 5th August, 1908. 1050

NOTICE.

LADIES, YOUR KIND ATTENTION,

PLEASE!

HOSAIN-ALI & Co., beg to announce

another GREAT CLEARANCE SALE

ONE MONTH ONLY.

AUCTIONS

PUBLIC AUCTIONS.

THE Undersigned has received instructions

from Mr. A. N. HUIKE, to Sell by

Public Auction.

TO-DAY (TUESDAY),

the 2

1

